

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-431-3

Relating to Exemptions Under Section 27156  
of the Vehicle Code

Ford Motor Company  
Ford Supercharger Kit

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the Ford Supercharger Kit, manufactured by Jackson Racing of 440 Rutherford Street, Goleta, California 93116 and marketed by Ford Motor Company has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the following Ford vehicle applications:

Application	Crank Pulley	Supercharger
2000-2003 Ford 2.0L Focus	Stock	3.0"
2002-2003 Ford 2.0L Focus SVT	Stock	3.6"
2000-2003 2.0L Ford Escape and Mazda Tribute	Stock	3.0"

The Ford Supercharger Kit includes the following main components: Eaton supercharger designed to give a maximum boost of 6 psi at redline, and a new intake manifold. The factory air filter housing is retained.

This Executive Order is valid provided that the installation instructions for the supercharger will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the supercharger, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

This Executive Order shall not apply to any Ford Supercharger Kit advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Marketing of the supercharger using any identification other than that shown in this Executive Order or marketing of the supercharger for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of the supercharger shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the supercharger may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on emissions test data generated on a 2002 Ford Focus certified to the Ultra Low-Emission Vehicle (ULEV) emission standards. Emission levels of the modified vehicle met the applicable emission standards over the Cold-Start CVS-75 Federal Test Procedure (FTP) and the Supplemental Federal Test Procedure (US06/SC03) test cycles. Results are in grams per mile with deterioration factors added to CVS-75 FTP results:

	CVS-75				US06/SC03	
	NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards	0.040	1.7	0.2	0.008	0.14/0.20	8.0/2.7
Device	0.034	0.6	0.04	0.001	0.06/0.01	0.6/0.1

This Executive Order is also based on an On-Board Diagnostic II (OBD II) test conducted on the same test vehicle. Test data showed that the supercharger when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

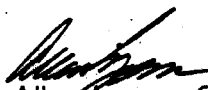
In addition to the foregoing, the ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE FORD SUPERCHARGER KIT.

No claim of any kind, such as "Approved by the Air Resources Board", may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten-day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination has been made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 7<sup>TH</sup> day of May 2003.



Allen Lyons, Chief  
Mobile Source Operations Division